

COMMERCIAL AVIATION (CONTINUED) : WORLD NEWS

you were merely train travelling. Apart from luggage weighing, collecting excess baggage, money and so forth, there is the completion of the planes' documents and then passports. Passport officials may not like the passenger's face, for, indeed, late passengers never look quite human to those who are plagued by them. All is lost, of course, as soon as they start comparing the traveller's face with his passport photo. Not only is the one utterly unlike the other, but it takes time to decide which is most unlike any known representation of *homo sapiens*, alive or dead.

Combined Events

THE new airport of Helsingfors, Finland, will be officially opened on May 15 in conjunction with the international aero exhibition, SILI, which opens on the previous day. The aero exhibition is staged at Mässhallen and will be kept open until May 22.

The Italian Disaster

ON April 30, at about 2 p.m., the Savoia-Marchetti S.73, on the Ala Littoria Tirana-Rome service, struck the mountains above the Cupa Valley, near Maranola, between Brindisi and its destination. All the nineteen occupants, including M. Jafer Vella, the Albanian Minister in Rome, lost their lives.

A Wrightways Loss

FOLLOWING an accident at Croydon on the evening of April 25 to a D.H. Dragon which had been out on Army co-operation work, Mr. C. C. Byar, one of Wrightways' pilots, died in hospital on Thursday of last week.

The cause of the accident still remains a mystery. The machine was apparently circling the airport preparatory to making a final approach and landing, and it suddenly glided from view beyond the south-western boundary. An examination of the wreckage disclosed the fact that both petrol taps had been turned off, but that there had been ample fuel aboard at the time of the accident. The taps on the Dragon cannot be turned off by accident, nor can they be reached quickly, and the machine had been flying for two and a half hours.

North Sea Service

ALLIED AIRWAYS have been granted a concession by the Norwegian Government to extend their Newcastle-Stavanger Line to Oslo and to run in pool with D.N.L. northwards to Bergen. Incidentally, on April 28 a number of Scottish pressmen, travelling as guests of Allied Airways and North-Eastern Airways, flew from Glasgow and Edinburgh to Stavanger and back in eleven hours—eight of which were spent in actual flying. The service, of course, was run last year, but this is the first occasion on which it has been directly linked with Glasgow.

The recently opened North-Eastern Airways' service between Renfrew and Newcastle is timed to meet the Allied D.H.86, and it is now possible for travellers to leave Glasgow's airport at 9.45 a.m., spend an hour in Newcastle and be in Stavanger at 1.50 p.m. The same connection, of course, can be made by passengers travelling with North-Eastern Airways from Perth and Edinburgh, and similar connections can be made in the reverse direction.

Ringway Opening

THE date for the official opening of Manchester's new airport at Ringway has now been definitely given as June 25. Sir William Davy, the chairman of the Airport Committee, announced last week that Lord Swinton would perform the ceremony.

Ringway lies eight and a half miles due south from Manchester's centre, and even now can, it is claimed, be reached in half an hour by car. The landing area available in June will give clear runs of 1,100 yards in every direction, but an additional area is in the process of being taken in, and this area will give a maximum bad-weather run of 1,300 yards in one direction. A single large hangar is at present being built and work is also proceeding with the control and administration building. The work on the site originally started on November 28, 1935.

There have been rumours—duly denied—that Barton airport will be sold for industrial development purposes. That remains to be seen. There is no reason at all why a city of Manchester's importance should not own two aerodromes. At any rate, Barton is likely to remain as a central radio control station for the North Midlands.

That sort of thing, by which I mean essential pre-departure formalities, is what caused a learned lecturer to plant a decisive heel on an evasive banana skin when he decried European air transport in comparison with American ditto. He said they did things so much quicker over there, forgetting that American flying is mainly internal flying, and that there are no passport formalities coming in or going out, and no lengthy and complicated Customs formalities for freight, let alone the hold-up of an inward passenger so foolish as to fail to declare dutiable articles.

The Tasman Service

ACCORDING to a statement made recently by Mr. M. J. Savage, the Prime Minister of New Zealand, the projected Tasman Sea mail service should be in operation before the end of this year. Within a day or two the Governments of the United Kingdom, Australia and New Zealand will have officially nominated companies to represent them in the necessary discussions, and in a few months the scheme should be taking practical shape.

The through flying boat service to Sydney is expected to be started in July. For a start flying boats will be used for two services each week, while land machines may be used temporarily for the third. It is expected that before the end of August the complete scheme will be in operation.

Aberdeen Affairs

LAST week representatives of the Aberdeen Town Council discussed with Air Ministry officials the question of the future of Dyce Aerodrome. A few days previously Mr. Gandar Dower, the managing director of Allied Airways, who owns Dyce Airport, had been served with a notice to treat for the compulsory purchase of the airport by the Air Ministry—who required it for Service purposes. Mr. Gandar Dower at once wrote a letter to the Aberdeen Chamber of Commerce asking that a representation should be made to ensure that the civil flying facilities at Dyce should be able to continue in the new circumstances.

At the meeting the Ministry representatives gave an assurance that, in the event of the acquisition of the aerodrome, the arrangements made would be such as to enable civil flying to be continued without restriction.

Apparently there had been a certain amount of disagreement about the arrangements concerned in the renting of Dyce for the use of the Auxiliary Air Force, and this possibility of compulsory purchase is the final result. According to Mr. Gandar Dower the Air Ministry demanded that the aerodrome should be extended over two streams—work which would involve the expenditure of some £15,000—and that there should be no limit to the number of machines using the aerodrome. Furthermore, they retained the right to terminate a fourteen-year lease at the end of seven years.

The Renfrew Business

ON Tuesday of last week the newly formed Scottish Airways ran inaugural services in each direction between Renfrew, Perth and Inverness, carrying heavy loads of important personalities in each of the four machines used.

Unfortunately, the flights were not quite the occasion for congratulation which they might have been expected to be. During the official luncheon at Perth, Major D. K. Michie, the Provost of Renfrew, intimated that Glasgow's aerodrome might be closed down very shortly. He said that this decision was the direct result of "procrastination and discourtesy" on the part of the Civil Aviation Department of the Air Ministry. Since September 24, last year, intermittent discussions had been in progress, but since March 22, when a letter had been received stating that the Air Ministry would shortly be in a position to send representatives to Renfrew for further discussion of the new traffic control plan, no further communication had been received.

The Scottish Flying Club, who had been told that their lease would terminate, sent various telegrams demanding the co-operation of the Air Ministry, the Aerodrome Owners' Association, Lord Weir and Lord Swinton himself in avoiding the calamitous possibility. A day or two later the Air Ministry sent a telegram to the Renfrew Town Council explaining that, though the entire question of airport arrangements for the South of Scotland was still under review, they could take it for granted that Renfrew would remain as Glasgow's terminal airport for at least two years to come. Editorial comment on this matter appears on page 433.